

DATE

TOP SECRET

ROUTING

| | INIT | ACT | INFO |
|--------------------|------|-----|------|
| CHIEF | | | |
| D/CHIEF | | | |
| OPS | | | |
| PLANS | | | |
| HOLD FOR: OPS 1-10 | | | |
| T.H. | | | |
| FMD 20-22 6718 | | | |

| | |
|---|----|
| 1 | 9 |
| 2 | 10 |
| 3 | 11 |
| 4 | 12 |
| 5 | 13 |
| 6 | 14 |
| 7 | 15 |
| 8 | 16 |

TO :

FROM :

ACTION:

INFO : 25X1A

25X1A

IN 98148

TO 25X1A

TOP SECRET 311101Z CITE

PRIORITY INFO PRIORITY

OXCAR OPS/MAT/R&D

A. OPERATIONAL SORTIE REPORT

25X1A

B. (1) ARTICLE 127, FLT 215

(2) SORTIE: BX6718, 31 AUG 67.

25X1A (3) PILOT:

(4) PURPOSE: DIRECTED, ROUTE: DIRECTED

(5) MISSION: SUCCESSFUL

(6) TAKEOFF 0240Z, LANDED 0800Z, DURATION: 5 PLUS 20.

(7) T/O DIRECTION 230

(8) T/O G.W. 104,823 LBS, C.G. 21.4 PERCENT.

(9) T/O DIST 5100 FT.

(10) T/O SPEED 210 KTS.

(11) RWY TEMP 81 DEGREES.

(12) WIND 210/05.

(13) PRESSURE ALT PLUS 270 FT.

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GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

25X1A IN 98148

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- (14) MAX ALT 81,000 FT.
- (15) MAX MACH 3.20.
- (16) AB TIME: 4 PLUS 15L - 3 PLUS 45 R.
- (17) TIME AT/ABOVE M2.0: 2 PLUS 45.
- (18) TIME AT OR ABOVE M2.6: 2 PLUS 30.
- (19) TIME AT OR ABOVE M2.8: 2 PLUS 21.
- (20) TIME AT OR ABOVE M3.0: 2 PLUS 09
- (21) TIME AT 3.20; PLUS 05

(22) TOTAL A/C TIME: 399 PLUS 30

(23) Q-BAY/SPECIAL EQUIP:

25X1D

(24) CIT 400 DEGREES AT 3.2 MACH.

C. SUMMARY: TAKEOFF NORMAL. THE FIRST AIR REFUELING WAS COMPLETED WITH 66,900 LBS ON BOARD, THE SECOND AIR REFUELING WITH 66,900 LBS ON BOARD AND THE THIRD AIR REFUELING WITH 67,300 LBS ON BOARD.

THE THREE ARS WERE MANUALLY DISCONNECTED. THREE CRUISE LEGS WERE FLOWN ON THIS MISSION AS BRIEFED. THE PACKAGE WAS OPERATED ON THE THREE CRUISE LEGS AS BRIEFED AND WAS APPARENTLY SUCCESSFUL ON THE FIRST CRUISE LEG ONLY. IT APPEARS IT DID NOT RUN ON THE SECOND AND THIRD CRUISE LEG. MORE TO FOLLOW ON THIS SUBJECT.

25X1A

OPERATED ON THE THREE CRUISE LEGS, AND APPARENTLY OPERATED NORMALLY. THE LANDING WAS NORMAL.

D. COMMENTS/DISCREPANCIES:

- (1) AR BCN INOP
- (2) RIGHT ENGINE REQUIRED EXCESSIVE DOWN TRIM AFTER ALL DECELS.
- (3) AIR TO AIR TACAN WAS INOP AGAINST FIRST TKR, DID NOT LOCK ON TILL WITHIN 10 MILES OF SECOND TKR AND LOCKED ON 60

25X1A

IN 98148

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60 MILES FROM THIRD TKR. APPEARED WEAK.

(4) ARC-50 EXT DME MALFUNCTIONED 100 MILES FROM THE THIRD
TKR. (EXT DME OPERATED NORMALLY TILL THAT TIME).

NO EXT VOICE COMM OVER 100 MILE RAFYE.

T O P S E C R E T TOR:311213Z AUG 67